

I say this House ought to take a different course, one in which we can stand united with those who fought with meritorious service on behalf of a grateful Nation. Let us pay the medical bills of America's sons and daughters. Let us do so with dispatch. Let us hire the doctors that America's sons and daughters deserve.

Mr. Speaker, we have heard a great deal about this issue over the last several months. We know it is not a new issue. We have heard that it has been going on through several different administrations, but that should not hinder us from stepping up to the plate and doing what is necessary today, not after we come back from our so-called vacation in August, but we should address it today before we go home.

So I urge that this motion to instruct conferees be accepted by this body, and I yield back the balance of my time.

The SPEAKER pro tempore. Without objection, the previous question is ordered on the motion to instruct.

There was no objection.

The SPEAKER pro tempore. The question is on the motion to instruct.

The question was taken; and the Speaker pro tempore announced that the yeas appeared to have it.

Mr. RAHALL. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

#### RECOGNIZING JUDGE DONALD NASSHORN

(Mr. FITZPATRICK asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. FITZPATRICK. Mr. Speaker, the National Council on Alcoholism and Drug Dependence has awarded its prestigious Bronze Key Award to an outstanding community servant and leader in my district, the Eighth Congressional District of Pennsylvania, the Honorable Judge Donald Nasshorn, for his outstanding contribution in the field and with the affiliated Council of Southeast Pennsylvania, Inc., where he was a member of the council's board of directors for 27 years and president of its board for 16 years.

During this time, Judge Nasshorn led the council through periods of growth and expansion of its services, including chairing the council's building committee, as it purchased three buildings to accommodate council programming, and for many years, he has been recognized as a champion of early intervention and recovery support services to those involved in the criminal justice system.

Currently, Judge Nasshorn chairs a Bucks County overdose prevention task force, and so we join in honoring Judge Nasshorn for his years of outstanding leadership, for his advocacy, for his compassionate service to our

community, and for setting an example for others to follow.

#### SOLAR ENERGY AT THE TOLEDO ZOO

(Ms. KAPTUR asked and was given permission to address the House for 1 minute.)

Ms. KAPTUR. Madam Speaker, I rise to congratulate the Toledo Zoo, recently voted the best zoo in America, on its dedication of a new 2.1-megawatt solar array.

The project is a win for everyone involved. It embraces the future. It will supply 30 percent of the zoo's electricity needs, and it makes use of a vacant brownfield site in the city that would otherwise be a financial and environmental burden.

It serves as a wonderful educational tool for the zoo's more than 800,000 annual visitors.

Unfortunately, this is success story that will be difficult to replicate in Ohio due to the backward energy policy recently enacted by Ohio's Governor and State legislature.

As America strives to regain energy security, we must embrace all energy options, especially innovative, renewable energy sources that will power our future into and beyond the 21st century.

Hats off to the Toledo Zoo for serving as a national leader in advancing this goal.

Madam Speaker, I will include for the RECORD a recent article from the Toledo Blade detailing this really incredible success.

[From the Blade, July 22, 2014]

RUDOLPH/LIBBE PROJECT: SOLAR ARRAY TO  
SUPPLY POWER TO TOLEDO ZOO

BROWNFIELD SITE WILL AGAIN BE PRODUCTIVE

(By Tom Henry)

A massive, 2.1-megawatt solar array that has put 22 acres of vacant South Toledo land back into production is to be dedicated today. It's the kind of comeback that supporters believe will become less common across Ohio because of a recent bill Gov. John Kasich signed into law discouraging investments in renewable power.

The ceremony for the Rudolph/Libbe project near the Toledo Zoo is expected to draw a contingent of area business and government leaders interested in seeing how land contaminated by past industrial practices, known as brownfield sites, can go back on the tax rolls and generate clean energy while reducing blight.

In this case, a group of local investors led by Rudolph/Libbe Cos.—a limited liability company called Anthony Wayne Solar Number 1—is doing that for one of the region's largest employers and one of its most popular destinations, the Toledo Zoo.

The solar array and property, adjacent to the north side of the zoo's main parking lot between Anthony Wayne Trail and Spencer Street, are owned by those investors, who have a long-term contract in place to sell electricity generated at the site exclusively to the zoo.

The project, developed by Rudolph/Libbe and a sister company, GEM Energy, will generate about 30 percent of the Toledo Zoo's annual electricity needs, Jason Slattery, director of solar for Rudolph/Libbe Inc., said.

"This project is a great example of the public and private sectors working together to benefit the zoo and the community," Mr. Slattery said. "We took a contaminated brownfield site, a financial burden for the city, and turned it into a win for the city of Toledo and the Toledo Zoo."

He and other supporters believe such projects will be harder to come by now, though, because of the two-year legislative freeze on renewable-energy mandates that Mr. Kasich has signed into law.

That legislation, known as Senate Bill 310, applies only to utilities, not companies such as Rudolph/Libbe. But Ohio became the nation's first state with renewable-energy mandates to enact a two-year timeout.

A 2008 law requires utilities doing business in Ohio to steadily invest more in renewable power through 2025, when at least 12.5 percent of the electricity they provide is supposed to come from clean sources such as wind and solar energy.

Renewable energy advocates fear that two-year hiatus will put out a message to the business community that Ohio is no longer receptive to such investments.

Rudolph/Libbe, one of the region's largest contractors, expects to be doing more work in Michigan and New York, which have strong incentives for solar projects, Mr. Slattery said.

The solar industry has had setbacks from the failure of a high-profile manufacturer, California-based Solyndra, as well as the deep financial troubles of local manufacturers such as Xunlight and Willard & Kelsey.

But Rudolph/Libbe's an installer, not a manufacturer.

Growth in solar nationally has transformed the company's business model.

Since 2008, Rudolph/Libbe went from virtually no involvement in solar to having 10 percent of its revenue come from it.

It believes solar-installation projects will eventually become the backbone of as much as 30 percent of Rudolph/Libbe's revenue.

Although Rudolph/Libbe will likely have to rely on states other than Ohio for that sort of push, it still expects to line up some Ohio contracts during the two-year freeze and hopes state legislators regain their interest in what the company sees as a budding industry, Mr. Slattery said.

"We think the costs of doing solar is an unstoppable train and it's not getting off the tracks," he said.

Rudolph/Libbe's costs for solar projects have come down from \$9 per watt to \$2 per watt since 2008. More affordable prices have resulted in more business, Mr. Slattery has said.

For the project near the zoo, investors worked with the Lucas County Land Bank, an agency that strives to repurpose vacant land, he said.

The site, formerly in receivership, was once home to a Haughton Elevator Co. factory, but it has not been used since the early '90s.

There are 28,500 solar panels on 15 of the site's 22 acres. Additional panels could be put on some the remaining seven acres in the future. Officials first want to assess the viability of adding more, after examining the amount of shade cast off nearby homes along Spencer Street during the four seasons, Mr. Slattery said.

The site is believed to be one of the nation's largest solar installations generating power for a zoo.

"This solar array supports the zoo's mission by using cleaner and greener energy, reducing reliance on nonrenewable energy while providing an inspiring example for zoo visitors," Jeff Sailer, Toledo Zoo executive director, said.

Rudolph/Libbe also developed the zoo's 1,400-panel walkway, called SolarWalk,

which was installed in 2010, as well as multiple other projects with the Ohio Air National Guard and ones with the city of Bryan and First Solar LLC of Perrysburg in recent years.

The zoo also has a wind turbine generating power for its main parking lot, and geothermal wells to heat and cool the aquarium.

Bill Rudolph, chairman of Rudolph/Libbe Cos., said the companies are “honored to support the Toledo Zoo’s mission of environmental stewardship through this project.”

The Ohio Department of Natural Resources has planted trees and shrubs near the fences to create a visual buffer and spruce up the aesthetics for area residents. Plans also call for native grasses to be planted across the site.

Union labor from northwest Ohio was used to build the project, which created about 60 temporary construction jobs.

#### PORT OF SAVANNAH

The SPEAKER pro tempore. Under the Speaker’s announced policy of January 3, 2013, the gentleman from Georgia (Mr. WOODALL) is recognized for 60 minutes as the designee of the majority leader.

Mr. WOODALL. Mr. Speaker, thank you for yielding me the time and for being down here with me today.

I hate that you can’t see my charts today. They are not particularly colorful or exciting, but they are important in that they are going to tell the story of something that we have gotten done together.

Now, I don’t want you to think I am just making something up down here on the floor of the House, Mr. Speaker. I know you are probably thinking about 326 bills that we have passed here in the House that are still sitting over there in the Senate gathering dust, having received no action whatsoever.

You might be thinking about the work going on in the Rules Committee, where we are suing the President for his failure to implement the law as he crafted it, drafted it, and signed it. You might be thinking about the border crisis that is happening right now that has been marked by so much inaction.

I don’t mean to say that there are not lots of things that need to be worked on in this body. There are.

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I wanted to take just a few minutes this afternoon to talk about some of the rare successes that we have had, and it is a success that is a long time coming.

I represent Metro Atlanta, Mr. Speaker, kind of the northeastern suburbs there in Metro Atlanta, and right down I-75 and then down I-16, you get to the great and historic city of Savannah. Folks think about Savannah for all sorts of different things. Whether it is Oglethorpe and his arrival, whether it is dyeing the river green on St. Patrick’s Day, or whether it is the birth of the Girl Scouts in Savannah, lots of things do bring it to mind. But folks don’t often think about the economic driver that the Port of Savannah is for the entire southeastern United States.

So often we talk about constituent interests on the floor, Mr. Speaker, what is good for this one district in Alabama or this one district in New York. What I want to talk about is the impact of the Port of Savannah on the economy of the entire southeastern United States.

You might not know, Mr. Speaker, from your part of the world, that it is the fourth largest container terminal in the Nation, and the largest single terminal operation in all of North America, the single terminal, one long dock there in Savannah. It handles 3 million container equivalents absolutely every cycle. Volume is up 7 percent this year alone.

When we talk about the number of folks it impacts, Mr. Speaker, we are talking about 21,000 companies from across the United States of America bring their commerce in and out of the Port of Savannah. Here is what is so important about our ports, Mr. Speaker. I don’t know if everyone internalizes their values. Savannah is a great example. Forty-eight percent of the container traffic in that port are imports coming into America, goods and services that American consumers want to buy, but 52 percent of the traffic coming in and out of that port are exports. Forty-eight percent are things that we are buying from folks overseas, but 52 are goods that were manufactured with American hands, putting paychecks into Americans’ pockets and shipping those goods right back out overseas—48 percent imports, 52 percent exports.

Now, why am I talking about that? We have got an exciting opportunity going on in this hemisphere, Mr. Speaker. You may have heard the term Panamax ships. The new Panama Canal—and you won’t be able to see these numbers, Mr. Speaker, so I will just go through them briefly. The new Panama Canal is going to accommodate ships that carry not twice the number of containers that ships carry today, not three times the containers, but almost 3½ times more containers than ships carry.

What does that mean? That means if you are the fourth largest container port in the country, as Savannah is, if you are the fastest growing container port in the country, as Savannah is, you had better get to work making sure that your equipment—your port, your docks, and your channel—can accommodate the newer, larger ships.

Today, the draft on the ships coming through the Panama Canal, Mr. Speaker, is just under 40 feet. The new drafts of these Panamax ships are going to be 50 feet—10 feet more, 25 percent more. It requires major changes and renovations in our ports. And guess what. When the State of Georgia recognizes that we have a critical economic engine driving our economy, a critical economic engine to the entire Southeastern United States, we can’t just get together as the State of Georgia and decide we are going to do some

dredging and make sure that our port is ready for these newer, modern, larger ships. We are not allowed to.

Why? Well, it has a lot to do with this building, the one down at 1600 Pennsylvania Avenue, and a couple over in southwest D.C. at the EPA and our friends over at the Corps of Engineers. There is Federal law after Federal law after Federal law that says to the State of Georgia, no, you cannot expand your port without our permission.

Now, that would be a source of great difference of agreement in this body about whether we ought to have the kind of Federal regulatory burden that we do in order to make those decisions, but, in fact, that is the law of the land today and so we must deal with it.

We are talking about deeper channels, and we are talking about wider docking berths. We are talking about trying to move, again, not twice as many, not three times as many, but three-and-a-half times as many containers tomorrow as we were moving yesterday. And we have been battling as Georgians—as folks from the Southeast United States, as people trying to grow the economy—we have been battling the Federal red tape machine not for a week, not for a month, not for year, but almost a decade.

I say “almost a decade.” It has really been more than a decade, Mr. Speaker. But it has been going on for a decade in earnest, and we have finally gotten to the finish line. We have finally gotten to a place where the paperwork has been signed and the checks are being written, where we are going to be able to do the kind of dredging and modernization that is necessary to continue the economic engine here in the country.

What we are going to do is deepen our port from 42 feet to 47. Now, I mentioned to you the draft of these ships is 50 feet. We couldn’t get permission to dredge deep enough to actually handle the 50-foot depth there. If we can’t handle that draft, then these boats are going to have to unload some of their cargo either in Charleston or down in Jacksonville, and they are going to have to come into Savannah light.

I couldn’t make it happen that we could organize our port to actually handle the fully loaded ships in the new Panamax model, but we are going to deepen to 47 at a cost of about \$700 million. Now, that is real money. It is real money, and it is real money that is coming in a cost share agreement. The State of Georgia is picking up more than \$200 million of that. The Federal Government is also picking up a share, recognizing the importance of economic development across the region.

Cost shares are important, Mr. Speaker. I have been talking to some of our colleagues, and you may have had the same conversation. There is really no limit to the number of folks who are willing to take free money. If you offer free money, if there is a grant proposal